Confederate Air Force
Wisconsin Wing
Crites Field, Waukesha

Dear Mr. Bob Witter,

This letter is to confirm our conversation from last Saturday and explain our clubs interest in your aircraft.

The Milwaukee Radio Amateurs Club has the proud honor of being the nations oldest continuously active Ham Radio Club. We were founded in 1917. As a result, many of our members are WWII vets. Our group consist of radio operators, radar operators, radio repair technicians, aircraft mechanics and even one person who worked on WWII aircraft design. We also have members who were in the Korean and Vietnam conflicts.

My son, Bill Tromblay, is helping you to restore your aircraft and has told us stories about the detail and quality of workmanship your people are doing. And that tours are available to see this restoration first hand.

If it can be arranged, we would like to set up a tour for May 25th between 7:00 to 10:00 PM. This date and time frame coincides with our clubs usual monthly meeting time. We have many members who would like to come, so we need to know what the maximum number of people you can accommodate. It is not unusual for us to have 60 members attend. Would this be O.K?

It is our clubs policy to provide the food and drinks for our selves and your people. Our usual treats consist of coffee, donuts or homemade cookies etc:

All our members are technical people and understand the nature of sensitive equipment. We would exercise the up most care while on this tour and follow your rules to the letter.

Our club has a monthly news letter similar to yours. I would like your permission to use some information from your newsletter in our newsletter. We are willing to convey your need for donations and new members and hope you would be willing to do the same for our club in your newsletter.

Please let us hear from you as soon as possible so we may organize this activity.

Sincerely yours,

Director MRAC

WB9LNU
James W. Tromblay
W298S2727 Ridgewood Dr.
Waukesha, Wi. 53188

968-2724

Dear James W. Tromblay, March 4, 1995

Received your hand carried, delivered request to hold your Radio Amatuers Club monthly meeting in our hanger May 25, 1900-2200 hrs.

The date and time frame are acceptable and approved.
Maximum attendance is 60 persons.
Bringing your our treats is acceptable
The Wing has a coffee maker (I do not think the capacity is large enough).
We will not have enough coffee cups or snack plates.

Permission is granted to use excerpts from our news letter and our need for new members as well as donations.

Thank you for considering our facility and project, for your Club's May meeting. The Wing is looking forward to meet you and your members of this very proud and enviable organization.

Sincerely,

Bob Wetter

Bob Wetter Col. CAF
414-549-5840

PS I will be out of the country from March 10-March 21, 1995.

1995

May MRAC Field Trip

Our plans for the field trip to the Confederate Air Force hanger at Crites Field is still in full swing. Soda and donuts will be served by our snack crew.
Don't forget to be at the Crites Field public parking lot at 6:30.

The following is a list of the radio's that are still needed to restore the plane. The radio's do not have to work, but the front panel and cabinet should be in good shape and unmodified.

Main Receiver- Navy CRV 46151 4 band 195kc. to 9.05mc.
Radar Transceiver - Navy RT- 24/Apx-2
Radar operator control unit - Navy C-56/ Apx-2
Radar pilots control unit - Navy C57/ Apx-2
ARC5 transmitter # T-18 thru T-23 (six separate units)
ARC5 receiver # R-23 thru R-28 (five separate units)

If you have any of these units and wish to donate or sell them cheap, please bring them along to the meeting. They also need a WWII straight key for the radio operators table in the plane.

If you haven't signed up yet, there are 10 reserved spots left so call 466-HAMS and leave a message that you would like to come.

TNX DE WB9LNU

PV-2D Harpoon

FIRST CLASS

WAUKESHA, WI 53187-1998
P.O. BOX 1998
WISCONSIN WING

CONFEDERATE AIR FORCE

COME TO THE 13TH ANNUAL WISCONSIN WING AWARDS BANQUET

The date is set for April 8, for the 13th Annual Wisconsin Wing Awards Banquet at the Steak House 100 on Greenfield Avenue in West Allis. We have a wonderful evening planned for Wing members and their guests. A silent auction to help raise funds and door prizes await and special awards to those deserving people who have helped the Wing. Our guest speaker for the evening will be Mr. Earl Pingel, the current President of the Billy Mitchell Chapter #247 of the Air Force Association. His presentation should be quite interesting and entertaining as he relates his years of flying, including PV-2's at NAS Minneapolis with the Ready Reserve.

The Wing Awards Banquet will begin at 5:30 PM with a cash bar. An excellent dinner is planned with your choice of beef, chicken or fish. We need for you to fill our and return the enclosed reservation form to the event coordinator, Col. Barbara Regenfuss, no later than March 31, so that we can give a head count to the restaurant. We would appreciate it if you could return the form as soon as possible so that we can facilitate our planning. The dinner and door prize tickets may be picked up at the door the night of the banquet. So don't delay; make your reservations now and come have a good time at our party. This event has proven to be one of the social highlights of the Wisconsin Wing and a grand evening is guaranteed for all. See you there!

On a Wing and a Prayer...

The Newsletter of the Wisconsin Wing. Vol. 12, No. 3, March, 1995.

Confederate Air Force
P.O. Box 62000
Midland, TX 79711-2000
Phone: (915) 563-1000
Fax: (915) 563-8046

Please address all correspondence to:
Col. Robert G. Segel, Editor
Wisconsin Wing Newsletter
P.O. Box 1998
Waukesha, WI 53187-1998

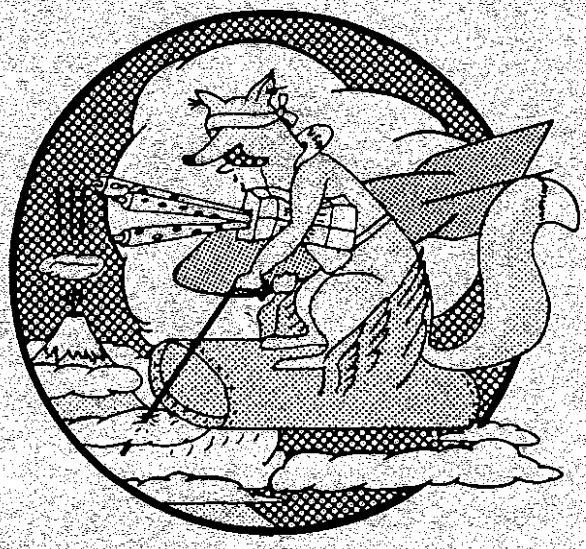
The C.A.F. is a patriotic organization dedicated to the preservation of the World's Greatest Combat Aircraft — 1939–1945. All contributions to C.A.F. are tax deductible.

MEMORIES OF THE ALEUTIANS

(reprinted with permission from the PatWing Four Newsletter)

"Butch" Mason remembers one of his most memorable intruder missions:

"On July 21, 1944, after a night takeoff, we arrived at the target area alone, just as the sun was coming up. It was one of those rare days when there was not a cloud in the sky. Our orders were to never go over the target alone without clouds. However, it was just daylight and I could see the rotating beacon over the airfield on Shimushu. I figured that no none was up and flying and I had caught them before breakfast. I passed the word to the crew to keep their eyes open for fighters. We headed on in, and just as we got over the airfield, the turret gunner yelled, "Fighters!" over the intercom. I will never forget that sight. I leaned forward and looked up. there was a formation of eight Tojos. The first one was peeling off to make a run on us. I must have used up a year's supply of adrenaline right there! We were directly over the field, and just out of instinct, I flew the PV through a split-S and would up heading straight down at the field. I opened the bomb bay doors, pulled her up a little and pickled off the bombs. About that time, a whole bunch of tracers went by on my left. Several bursts of heavy AA exploded behind us. I remember thinking it strange that they would shoot at us while their fighters were making a pass. The fighters must have flown right through their own flak. I closed the bomb bay doors and headed for the deck. I had full allowable power on, and by the time we got to the water, we were indicating 310 knots (357 mph). I put the belly right down on the water, and at full speed, a fighter was just asking for it to make a run on a PV. Only one of the Tojos was able to follow us through the split-S, and sure enough, he tried a run, but the turret gunner, Richard McGee AOM2/c, opened up on him and he broke off his attack at that point. So now we were headed for Attu at 300 knots. I throttled back and everything calmed down."



Bombing Squadron 135

CALENDAR OF EVENTS MARCH

Sat. Mar. 4: Work party at the hangar. 8 AM to 4 PM.

Tues. Mar. 7: Work party at the hangar. 6 PM to 9:30 PM.

Sat. Mar. 11: Work party at the hangar. 8 AM to 4 PM.

Mon. Mar. 13. Wing staff meeting at the hangar. 7 PM.

Tues. Mar. 14: Work party at the hangar. 6 PM to 9:30 PM.

Sat. Mar. 18: Work party at the hangar. 8 AM to 4 PM.

Tues. Mar. 21: General membership meeting at the 128th. 7 PM.

Thurs. Mar. 23: Nationwide Travelers bus tour. Lunch and wing presentation to guests.

Sat. Mar. 25: Work party at the hangar. 8 AM to 4 PM.

Tues. Mar. 28: Work party at the hangar. 6 PM to 9:30 PM.

Sat. Apr. 1: Work party at the hangar. 8 AM to 4 PM.

Tues. Apr. 4: Work party at the hangar. 6 PM to 9:30 PM.

Sat. Apr. 8: Work party at the hangar. 8 AM to 4 PM. Wing Awards Banquet at Steak House 100. 5:30 PM to 10 PM.

DONATIONS AND CONTRIBUTIONS

Mr. Thomas Tannert of Mukwanago, Wisconsin has donated a Navy fleece lined leather flight jacket and leather fleece lined flight pants to the Wing.

Mr. Jack Miller (VPB-139) of Margate, New Jersey has donated $25 to the General Restoration Fund for the PV-2.

Col. Carol Kiefer has paid $70 of her pledge with $20 earmarked to the Engine Fund and $50 to the General Fund.

Col. Don Kiefer has paid $75 of his pledge with $25 for the Engine Fund and $50 to the General restoration Fund.

Col. Bill Ralston of Elmhurst, Illinois has donated $200 to the Engine Restoration Fund.

Col. Robert Segel has donated $200 to the General Restoration Fund of the PV-2.

Col. John Kmet has paid another $30 toward his pledge to the Engine Restoration Fund and has donated $70 to the General Restoration Fund.

NEXT MEETING

The next general membership meeting of the Wisconsin Wing will be held at the 128th Air Refueling Group, Wisconsin Air National Guard, 1919 East Grange Avenue, Mitchell International Airport, at the "Guard House" club (bldg. 112) at 7 PM on March 21, 1995.

PV-2 AIRCRAFT SPONSORS

ROBERT SEGEL, RUSS & BETTY ANDERSON, MARION GREGORY, DAVE WEIMAN, RICHARD RAUCH, PAUL DOWD, TIM KIRBY, DICK SCHIPPERS, FAY GREGORY, WALLY RANK, SEGEL FAMILY FOUNDATION, CAJUN WING - CAF, EDWIN SCHMIDT, JOSEPHINE SEGEL, IVY BROWN-SCHMIDT, ROBERT WICK , OTTO DOBNICK AND HARRY DEUTSCH.

PV-2 CREW SPONSORS

ROBERT SEGEL, RAY HELMINIAK, RICK WILINSKI, DAVE CARR, ALLAN SUMMERS, RODGER BOOGREN, JOHN KMET, FRANK THEIS, BILL DEVANEY, BUD GAGE, DICK SCHIPPERS, SANDY KMET, ROBERT SEITZ, JERRY FROHRIB, ROGER ROSE, SCOTT COTTERMAN, PAUL DOWD, GREGORY BUECHER, RUSS REIMER, DOROTHY & FOSTER MOSHER, OTTO DOBNICK, PATROL WING FOUR, PERRY LONDON, LESLIE WELLS, OTTO FINELY, JOHN KIRKWOOD, EDWIN SCHMIDT, DON REGENFUSS, DON KIEFER, ROBERT KUMMEROW, JAMES CONNEL, BARBARA REGENFUSS, WARNER BAXTER, QUAD CITIES WING - CAF, DAVE VERMILLION, IVY BROWN-SCHMIDT, JOHN HARTMANN, ROBERT HARTMANN, HARRY DEUTSCH AND ROBERT WICK.

PV-2 MAJOR DONORS

CAROL GERARD, TAYLOR ELECTRIC, MARSHALL & ILSLEY BANK, LARRY O'NEAL, WISCONSIN WING - CAF, SEGEL FAMILY FOUNDATION, SNAP-ON TOOLS, WALLY RANK, DAVE CARR, LLYOD SNYDER, RUSS & BETTY ANDERSON, FLYPAST MAGAZINE, ELSIE TATE, RUSS REIMER, DICK SCHIPPERS, JEFF BARNETT, HARRY DEUTSCH, RAY STEVENTON, TOM ATKINSON, ROBERT SEGEL, OTTO DOBNICK, STANLEY ROBELY, ROBERT LANDWEHR, OTTO FINLEY, ROBERT ADAMS, PERRY LONDON, NAVY BOMBING SQUADRON VPB-135, PAUL DOWD, KEVIN PAYKEL, RUSSELL SAMPSON, MIKE LANGE, EDWIN SCHMIDT, ROGER ROSE, ROBERT SEITZ, VFW 4TH DISTRICT - WISCONSIN, GEORGE McENTIRE, HAL ERDMANN, NAVY BOMBING SQUADRON VPB-139, JOHN KMET, BARBARA REGENFUSS, ROBERT WETTER, DON REGENFUSS, BRIAN LAEDTKE, JOHN HARTMANN, TONY KUBEK, KIM BAHRKE, IVY BROWN-SCHMIDT, ED KLINGBAIL, ERWIN HANSON AND BILL RALSTON.

CONFEDERATE AIR FORCE, INC.

HEADQUARTERS
Midland International Airport
P.O.Box 62000
Midland, Texas 79711-2000
(915) 563-1000
Fax (915) 563-8046

TO: WISCONSIN WING

DATE: 11 FEBRUARY 1995

SUBJECT: CONFEDERATE AIR FORCE UNIT LETTER OF COMMENDATION

Under the provisions of Confederate Air Force Regulation 900-1, the above named Unit is awarded the Confederate Air Force Unit Letter of Commendation.

C I T A T I O N

THE WISCONSIN WING OF THE CONFEDERATE AIR FORCE IS HEREBY COMMENDED FOR OUTSTANDING SERVICE TO THE CONFEDERATE AIR FORCE. THIS GROUP OF DEDICATED COLONELS HAS CONSISTENTLY DEMONSTRATED ITS DEDICATION THROUGH ITS UNWAVERING SUPPORT OF THE GOALS AND OBJECTIVES OF THE CONFEDERATE AIR FORCE.

THE WISCONSIN WING HAS PROVIDED A VERY HIGH LEVEL OF SUPPORT TO THE CONFEDERATE AIR FORCE IN 1994. WING MEMBERS HAVE DEVOTED COUNTLESS VOLUNTEER HOURS SUPPORTING ALL ASPECTS OF THE DAILY OPERATIONS OF THE WING. NOTEWORTHY AMONG THEIR ACCOMPLISHMENTS IS THE ON-GOING FUND RAISING PROJECTS TO SUPPORT THE PV-2 RESTORATION PROJECT. THE EXEMPLARY DEDICATION DEMONSTRATED BY THE WING MEMBER IS REFLECTED BY THE CONTINUED DONATIONS TO THIS PROJECT. THE WING ALSO HAS AN OUTSTANDING NEWSLETTER THAT KEEPS MORALE UP AND EVERYONE FULLY INFORMED. THEIR COMPLETION OF SEVERAL SUCCESSFUL FUND RAISING PROJECTS IDENTIFIES THE WISCONSIN WING AS ONE OF THE MOST SUCCESSFUL AND TRULY MOTIVATED UNITS OF THE CONFEDERATE AIR FORCE.

BY ORDER OF:

Jethro E. Culpeper

COLONEL JETHRO E. CULPEPER
COMMANDER
CONFEDERATE AIR FORCE

DONATIONS AND CONTRIBUTIONS

Col. Ed Klingbail has donated $100 toward a $250 pledge to the Engine Restoration Fund with the balance to be paid over the course of the year.

Mr. A.P. Stehle (VPB-139) of Bradenton, Florida has donated $25 to the General Restoration Fund.

Col. Ernie Kierzek has donated $250 to the Engine Restoration Fund.

Col. John Kmet has pledged $360 to the Engine Restoration Fund by paying $30 a month for the next year.

Col. Robert Wick has donated $400 to the PV-2 projects with $150 earmarked for the Engine Restoration Fund and $250 to the General Restoration Fund. This gift qualifies him as a Crew Sponsor

Mr. Kenneth Krawczyk of Universal Welding & Engineering provided the bending of the spar block for the PV-2 at no charge to the wing.

Mr. David Vermillion has donated $100 to the Engine Restoration Fund.

Mr. Frank Theis has donated $36 to the Wing operating account.

Mr. Robert Larson (VPB-136) of Camano Island, Washington has donated $37 to the PV-2 General Restoration Fund.

Col. Carol Kiefer has pledged $840 to the PV-2 project by paying $70 per month for the next twelve months. $600 is going toward the General Restoration Fund and $240 is earmarked for the Engine Restoration Fund.

Col. Don Kiefer has pledged $900 to the PV-2 project by paying $75 per month for the next twelve months. $600 is going toward the General Restoration Fund and $300 is earmarked for the Engine Restoration Fund.

Mr. Jeff Dix of Wausau, Wisconsin has donated $10 to the Wing.

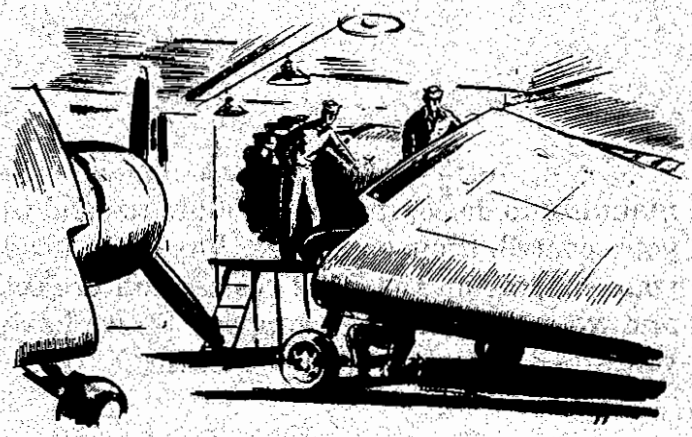
Mr. Robert Seitz of Wauwatosa, Wisconsin has donated $50 to the General Restoration Fund.

Col. Robert Hartmann has donated $300 to the PV-2 project with $150 to the General Restoration Fund and $150 for the Engine Restoration Fund.

Col. Paul Bennett has pledged $240 to the Wing PV-2 project with $120 to the General Restoration Fund and $120 to the Engine Restoration Fund.

Mr. Charles Scrivner (VPB-139) of Independence, Missouri has donated $50 to the PV-2 project with $25 to go toward the Engine Restoration Fund and $25 to the General Restoration Fund.

Mr. Robert Feiten (VPB-131) of Englewood, Colorado has donated $50 to the PV-2 General Restoration Fund.



ARTIFACTS ON DISPLAY

A display of World War II artifacts is being exhibited at the City of Waukesha Library on Wisconsin Avenue in downtown Waukesha from January 16 through February 24. The artifact display cabinet is on the main floor across from the information desk.

The display was set up by Public Information Officer Col. Bob Wetter with help from Col. John Hartmann and consists of artifacts taken from our own display cabinet out at the hangar. Informational brochures about our Wing will also be on display and available to persons who view the exhibit so that they can further investigate our activities if they wish to. This is another excellent example of ways for our Wing to be proactive in the community and make people in the Waukesha area aware of our efforts.

NEW WING MEMBER

We would like to take this opportunity to welcome new CAF Colonel and Wisconsin Wing member Col. Douglas J. Wick of Milwaukee. Doug is a professional pilot and is the son of Col. Robert Wick, our Operations Officer. He is looking forward to helping with the restoration of the PV-2 and possibly helping with the PX. Lets give Doug a big welcome when we see him out at the hangar.

WING ASKED TO PARTICIPATE

On September 2, 1995, Waukesha County is hosting a World War II Commemorative Event to honor all of its World War II veterans. This date was chosen to honor and recognize our veterans, 50 years to the date of V-J Day. The event is being coordinated by the Director of Veterans' Services.

This event will be extensively promoted throughout the area as well as the entire state of Wisconsin via television, radio and newspapers. A large public turnout is anticipated for this event. Federal and state dignitaries have also been invited to participate and speak.

The Wisconsin Wing has been invited to participate in this remembrance of all those who served our great country during World War II by helping provide WWII aircraft for static display and, weather permitting, a fly-over of aircraft. Waukesha County Airport has an area near the Waukesha County Exposition Center which will be used for this display.

The Wisconsin Wing, which is also a World War II Commemorative Community, has responded to the Waukesha County Department of Veterans' Services as a willing and eager participant in this fine commemorative event by offering our services in helping procure aircraft for the static and flying display. We are delighted that we are able to help out with this event and, again, be active in our community. More details of this event will be forthcoming in later months.

CONFEDERATE AIR FORCE

Certificate of Appreciation

Presented to

Wisconsin Wing

in recognition of **Unit Letter of Commendation outstanding support in 1994**

Your assistance in the activities of the CAF and its efforts to preserve a portion of our American Military Aviation Heritage is sincerely appreciated by all officers of this corps.

Date 11 Feb 95 *By order of* Jethro E. Culpepper
Col, CAF Commander

By R V Thompson

Midland International Airport • Midland, Texas

WHAT IT WAS LIKE TO BE A WASP

By Dottie Hines Mosher (W44-6)

"THINGS WE NEVER KNEW (NOR CARED ABOUT) UNTIL WE FLEW THE AT-6"

Because of the popularity of the AT-6 (SNJ) as a Warbird, I though the CAF and friends would enjoy the following observations about this great plane (from the viewpoint of a WASP trainee:

- Total exhaustion
- ETA is not a Greek letter
- You should always let your right hand know what your left hand is doing, if *you* know
- 110 miles per hour is not 105, not 115 but ONE HUNDRED AND TEN
- Flying formation on the base leg is not an approved procedure
- Airplanes are smarter than people
- You can land with "gear down" and "over"
- You should switch to interphone before calling out cockpit procedure; everybody else in the area already knows it
- You should report in to the tower when you're "just about on the ramp" (Delano's idea)
- At least four hands are necessary when your landing gear won't lock down and you're trying to get instructions from the tower through a headset broken in the middle (how 'bout that, Helen Hall?)
- A rudder exercise stall is performed for the sole purpose of proving that it can't be done
- You can be lost all the way and still get from one place to another
- Even if you don't understand the check pilot, you shouldn't try to cruise at 210 mph, Hutchinson
- You can get very tired pumping the wheels up all the way from Harpersville (discovered by Hines)
- Vernon doesn't look a bit like Wichita Falls, right Rexroad?
- The ground is quicker than the eye, especially with full flaps
- One parachute and three cushions add up to two tons
- Landing technique will never replace the good old-fashioned bounce
- 650 horses constitute a stampede
- A town is not a town but a house
- All railroad trips are not taken in trains
- Transition means the change from half normal to half crazy
- One computer is better than three guesses
- An "H.P." (Hot Pilot) is one who tells the tower she is turning on the base leg when she is
- "Take it around by yourself now" is the sweetest phrase in the English language

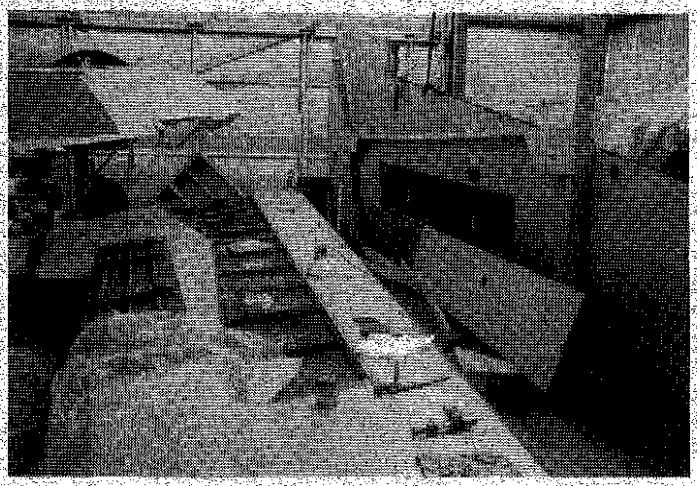
The foregoing comments were written for the 44-W6 Classbook by my best WASP friend and baymate, astute Pat Hopkins. She died in 1979 at the age of 58.

DUES ARE PAST DUE

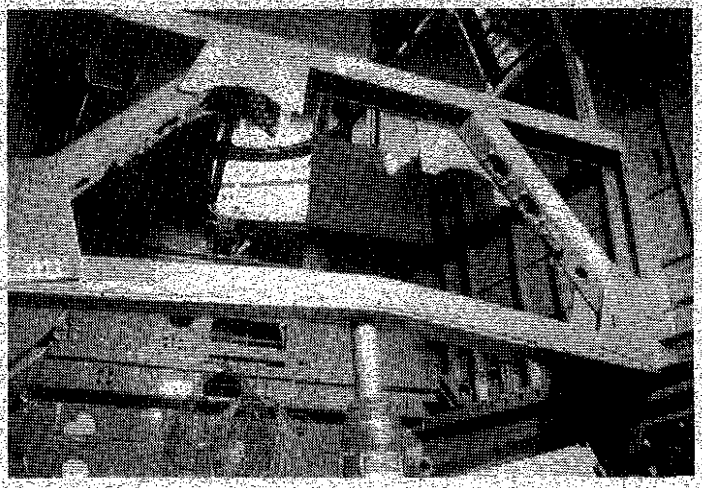
If you have not sent in your 1995 Wisconsin Wing dues you are now in arrears. Dues were due in January. Please remit Wing dues of $36 so that we can keep our roster up to date.

PV-2 RESTORATION UPDATE
By Mike Lange

Since our last update, there has been a lot of work done. We have pulled one of the wings off the rack to begin the final work on them for closing. All the metal covers have been repainted and installed and just need to be safety wired after the tanks are pressurized and checked for leaks. There is still some minor sheet metal repairs to do on the outboard lead edge where they had chopped away sections for the spray bars when it was an agricultural sprayer in its previous life. After that is finished the new wiring harness will be installed and then the auxiliary oil tank can be installed back in the lead edge. After one wing is finished, the other one will be brought down and the same things done to that one and hopefully in early summer we will be able to get them into paint. Then it won't be too long until we can rehang the wings on the aircraft and continue with the fitting of lines and cables from the fuselage through to the wings.



WINGS GETTING READY FOR FINAL OUTFITTING.



WORK IS PROGRESSING ON FINISHING UP THE MAIN WING SPAR REPAIR.

After so many years of working to get the main wing spar repaired and certified, we are finally getting into the final stages of finishing up the repair of the main wing spar. We have had the bar for the splice bent and now have started the clean up of the old spar for painting. We are also in the process of cutting out new plates for the trusses and mating of the two spars as well as making final adjustments as to the final fit. After this is finished we will be able to make and install the new floors over the bomb bay which will sure make it a lot easier to work the restoration process in the forward fuselage area. A special thanks to Universal Welding in Waukesha for donating their services in the bending of the steel bar for the spar splice. We are glad that we are finally seeing the light at the end of the tunnel in repairing the spar. This one project has set us back nearly five years at a cost of about $15,000. But since it had to be done, it was going to be done right and the aircraft will now have many trouble free years ahead of it.